



RESOLUTION

URGING THE DEPARTMENT OF TRANSPORTATION SERVICES TO IMMEDIATELY STUDY, EVALUATE, AND IMPLEMENT PEDESTRIAN SAFETY STRATEGIES AND OPTIONS TO ADDRESS THE ALARMING NUMBER OF PEDESTRIAN CRASHES ON OAHU.

WHEREAS, in 2009, the Hawaii State Legislature passed Act 54, which required the State of Hawaii ("State") Department of Transportation and the county transportation departments to adopt Complete Streets policies that reasonably accommodate convenient and safe access and mobility for all users of public roadways, including pedestrians; and

WHEREAS, on May 9, 2012, the City Council ("Council") adopted the Complete Streets ordinance (Ordinance 12-15), codified as Chapter 14, Article 33, Revised Ordinances of Honolulu 1990, which:

- States as a matter of broad public policy that the City and County of Honolulu ("City") is committed to encouraging the development of transportation facilities or projects that are planned, designed, operated, and maintained to provide safe mobility for roadway users, including pedestrians; and
- Ensures that street designs accommodate all users of the road, including pedestrians, regardless of their age or ability; and

WHEREAS, the objectives of the City's Complete Streets program include: 1) improving safety, 2) protecting and promoting accessibility and mobility for all users, 3) using national industry best practice guidelines to select complete streets design elements, 4) improving energy efficiency and mitigating vehicle emissions by providing non-motorized transportation options, and 5) encouraging opportunities for physical activity such as the pedestrian mode of transportation; and

WHEREAS, in spite of this State and City commitment to Complete Streets goals of increased safety, accessibility, and accommodation, vehicular crashes resulting in fatalities and serious injuries to pedestrians have nonetheless increased; and

WHEREAS, last year, there were 28 pedestrian deaths on Oahu, the highest total over the last 15 years. Statewide in 2018, 43 pedestrians were killed, an all-time high in Hawaii, and just one month into 2019, there were six Oahu pedestrian fatalities in January, which, if this rate is sustained, would project to a horrific 72 Oahu pedestrian



RESOLUTION

fatalities by the end of the year—and would not even take into account those pedestrians who have been seriously injured; and

WHEREAS, conflicts between motorists and pedestrians occurring in or near intersection-marked crosswalks can often be addressed through engineering and design actions, in conjunction with education and enforcement; and

WHEREAS, based upon guidance provided through the Manual on Uniform Traffic Control Devices ("MUTCD"), the City has established, installed, and implemented certain pedestrian safety measures in Honolulu, including the installation of gateway in-street signs on the Pali Highway, as well as on East Manoa Road; and

WHEREAS, there are a number of other innovative and effective MUTCD-approved pedestrian safety measures that should be evaluated for use on Oahu, including, but not limited to the following:

- Exclusive pedestrian phases, also known as Barnes Dance intersections, which are traffic signal operations that allow all pedestrians to cross in any direction, including diagonally, during a dedicated signal phase while all vehicle traffic is stopped. These operations, currently found at three heavily used Waikiki intersections also allow vehicles to cross in separate signal phases while all pedestrians are stopped from entering the intersection;
- Leading pedestrian intervals which typically give pedestrians a 3-10 second head start over vehicles when entering an intersection with a corresponding vehicular green signal in the same direction of travel, thereby enhancing pedestrian visibility and underscoring pedestrians' right-of-way over turning vehicles;
- High-intensity activated crosswalk ("HAWK") beacons, officially known as pedestrian hybrid beacons, which are traffic control devices that allow protected pedestrian crossings by stopping road traffic only as needed when activated by a pedestrian;
- Rectangular rapid-flashing beacons, typically consisting of two light-emitting diode ("LED") flashing beacons on either side of a roadside pedestrian warning sign, which is activated when a pedestrian wishing to cross the roadway manually pushes a button or automatically triggers a pedestrian detection system at the crosswalk, and alerts oncoming vehicles that a pedestrian may be crossing the roadway ahead; and



CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. 19-38

RESOLUTION

- Accessible pedestrian signals and detectors which are designed to accommodate the needs of all pedestrians, including those with vision and mobility impairments, by providing information in nonvisual formats such as audible tones, audible speech messages, and vibrating surfaces to indicate the appropriate time for pedestrians to cross the street; and

WHEREAS, there are other complementary MUTCD-approved safety measures that address vehicular movement that, when evaluated for use in conjunction with the aforementioned pedestrian safety measures, may further improve pedestrian safety, including, but not limited to the following:

- "Do not block" intersection markings and signs may be used to mark an intersection area near a signalized intersection that might cause vehicles to otherwise stop within the "Do not block" intersection and impede other traffic, including pedestrians, entering the intersection. These markings and signs may be utilized, for example, at intersections near Barnes Dance intersections to account for increased wait signal times at the Barnes Dance intersection, and thereby enhance both vehicular and pedestrian flow;
- Yellow change intervals are the length of time that the yellow (amber) signal is displayed following a green signal indication. Since red light running is a leading cause of severe vehicular and pedestrian crashes at signalized intersections, it is imperative that the yellow change interval be appropriately timed. Too brief an interval may result in drivers being unable to stop safely and cause unintentional red-light running, while too long an interval may result in drivers treating the yellow as an extension of the green phase and invite intentional red light running; and
- Road diets typically involve converting existing four-lane undivided roadways to three-lane roadways consisting of two through lanes and a center two-way left turn lane. As a result, there are fewer lanes and total roadway area for pedestrians to cross, as well as the opportunity to install features such as pedestrian refuge islands, transit stops, safety shoulders, and bulb outs; and

WHEREAS, the City Council finds that the persistent increase in pedestrian crashes, fatalities, and serious injuries is unacceptable and must be addressed following an evaluation of the entire array of engineering and design tools available to the City; and



CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. **19-38**

RESOLUTION

WHEREAS, the Council further finds that although the installation and implementation of new and expanded uses of existing pedestrian safety measures will inevitably require additional resources, the priority of safety over cost provides a compelling impetus for the City to take immediate positive actions to improve pedestrian safety; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that it urges the Department of Transportation Services to study, evaluate, and, as warranted, implement a wide range of pedestrian safety strategies and options to address the alarming number of pedestrian crashes on Oahu; and

BE IT FURTHER RESOLVED that the Department of Transportation Services report to the Council on the progress of its study, evaluation, and potential implementation of strategies and options to improve pedestrian safety within 120 days of the adoption of this resolution, along with the estimated costs of installation and implementation of the strategies and options it recommends; and

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII
C E R T I F I C A T E

RESOLUTION 19-38

Introduced: 02/20/19 By: BRANDON ELEFANTE
JOEY MANAHAN Committee: TRANSPORTATION

Title: RESOLUTION URGING THE DEPARTMENT OF TRANSPORTATION SERVICES TO IMMEDIATELY STUDY, EVALUATE,
AND IMPLEMENT PEDESTRIAN SAFETY STRATEGIES AND OPTIONS TO ADDRESS THE ALARMING NUMBER OF
PEDESTRIAN CRASHES ON OAHU.


Voting Legend: * = Aye w/Reservations

| | | |
|----------|----------------|--|
| 02/28/19 | TRANSPORTATION | CR-64 – RESOLUTION REPORTED OUT OF COMMITTEE FOR ADOPTION. |
| 03/08/19 | COUNCIL | CR-64 AND RESOLUTION 19-38 WERE ADOPTED. 7 AYES: ELEFANTE, FORMBY, FUKUNAGA, KOBAYASHI, MANAHAN, PINE, TSUNEYOSHI. 2 ABSENT: ANDERSON, MENOR. |

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this RESOLUTION.



GLEN I. TAKAHASHI, CITY CLERK



ANN H. KOBAYASHI, INTERIM CHAIR AND PRESIDING OFFICER